

BookletChart™

Chatham River to Clam Pass

NOAA Chart 11429

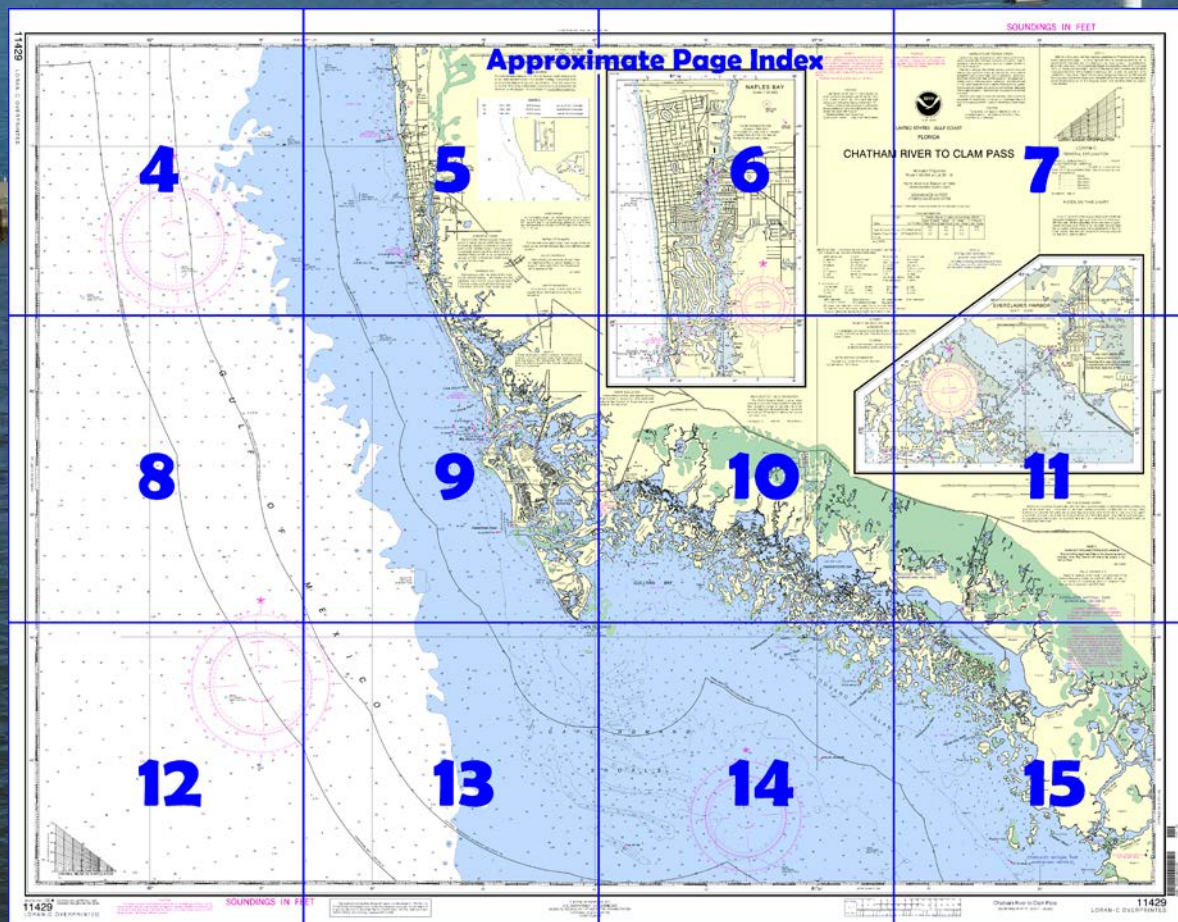


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
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- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

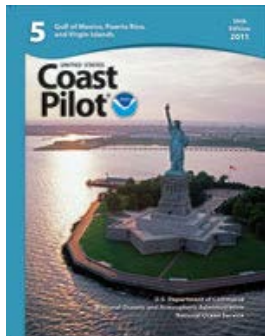
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11429>



[Coast Pilot 5, Chapter 9 excerpts].

Pavilion Key. Anchorage is available for drafts of 4 to 5 feet off the E point of the S end of Pavilion Key. The anchorage is exposed to SW winds.

Chokoloskee is joined to the mainland by a causeway that has a bridge. The span has a clearance of 5 feet. Two channels, marked by stakes, lead through **Rabbit Key Pass** and **Chokoloskee Pass** to facilities at Chokoloskee. It was reported that the channel through Rabbit Key Pass was

closed and that with local knowledge 2 feet could be carried through Chokoloskee Pass. A channel leads from Jewel Key through **Sandfly Pass** and thence to the National Park Service basin. The channel and basin

had depths of 3 feet.

The island has four marinas. One is at the N end on the E side of the causeway, and three are on the S side of the island. All have berths with electricity. Gasoline, diesel fuel, water, ice, marine supplies, wet and dry storage, and launching ramps are available.

Indian Key. Good anchorage is available in Indian Key Pass 700 yards NE of Indian Key in depths of 8 to 13 feet, and 1 mile NE of the key in 12 to 15 feet, gravel bottom. The anchorage is protected from all winds, is suitable for drafts up to 7 feet, and is easily entered day or night.

Everglades City is the tourist center for **Everglades National Park**. It is also a center for sport fishing in **The Everglades** and the offshore waters of the Gulf.

Charts 11429, 11430.—Pavilion Key (25°41.4'N., 81°21.2'W.), 30 miles N of Northwest Cape, is the first prominent land seen after leaving Seminole Point. Anchorage is available for drafts of 4 to 5 feet off the E point of the S end of Pavilion Key. The anchorage is exposed to SW winds. The approach to the anchorage passes close W of Dog Key, 0.3 mile SE of Pavilion Key.

Chokoloskee is a year-round community on an island, about 0.5 mile in diameter, near the SE end of **Chokoloskee Bay** about 3 miles ENE of Jewel Key.

The island has three marinas. One is at the N end on the E side of the causeway, and two are on the W side of the island. Two marinas have protected basins. All have gasoline, water, and ice available. A boatyard on the E side of the island has a marine railway that can handle craft to 53 feet for hull and engine repairs.

Indian Key, on the W side of the entrance to the pass, is wooded and, except for its shape, resembles the neighboring keys. Good anchorage is available in Indian Key Pass about 700 yards NE of Indian Key in depths of 8 to 13 feet, and about 1 mile NE of the key in 12 to 15 feet, gravel bottom. The anchorage is well protected from all winds, is suitable for drafts up to 7 feet, and is easily entered day or night.

Everglades City about 0.5 miles above the mouth of the Barron River, is the tourist center for **Everglades National Park**. It is also a center for sport fishing in **The Everglades** and the offshore waters of the Gulf. It is 3 miles by road, on State Route 29, from the Tamiami Trail (U.S. Route 41), the main highway across The Everglades from Miami to Tampa. The town has several marinas. (See the small-craft facilities tabulation on chart 11430 for services and supplies available.)

Local fishing guides will act as pilots for The Everglades and adjacent waters of the Gulf.

Manatees.—Regulated speed zones and a caution zone for the protection of manatees are in Faka Union Bay, River, and Canal. (See Manatees, chapter 3.)

Naples, 5 miles N of Gordon Pass, is a large year-round tourist center on Naples Bay and the outer Gulf Coast. It has a sizable fishing industry, an airport, and a modern hospital, and is located on the Tamiami Trail. A microwave tower, several water tanks, and numerous hotels and apartment houses are prominent in Naples from offshore. The kiosk of the 1,000-foot municipal fishing pier is prominent inshore. It is reported that the television tower in 26°03'09"N., 81°42'09"W. is a good landmark when approaching at night from W or SW.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Table of Selected Chart Notes

CAPE ROMANO 2 NOTE Area is subject to continual change

HEIGHTS

Heights in feet above Mean High Water.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

INLAND WATERWAY

The controlling centerline depth was 4 feet from Big Marco Pass to junction daybeacon "G" except for shoaling to 3 feet at daybeacon "30A."

Oct 2005

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.346" northward and 0.693" eastward to agree with this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE D

EVERGLADES NATIONAL PARK
protected area: 36CFR7.45

The killing, collecting, or molesting of animals, the collecting of plants, and waterskiing are prohibited by Federal regulations.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Fort Myers, FL WXK-83 162.475 MHz
Naples, FL WWG-92 162.525 MHz

NOTE B

There have been numerous reports of shoaling in the marked channel between Capri Pass daybeacon "2A" and Big Marco River daybeacon "18". Mariners should obtain local knowledge of the channel conditions before attempting passage.

ENTRANCES TO INLETS

The channels are subject to continual changes. Entrance buoys are not charted because they are shifted frequently in position.

GORDON PASS

The controlling depth for Gordon Pass channel was 10 feet to Lt 9; thence 9½ feet to Dbn 18; thence 8 feet to Lt 24; thence 8½ feet to the yacht basin at Naples, with 8 feet available in the basin; thence 7½ feet to the Hwy 41 bridge.

Oct 2010

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE C

INDIAN KEY PASS AND EVERGLADES HARBOR

The controlling depth was 5 feet on the channel centerline through Indian Key Pass to the end of the project in the Barron River.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
Refer to charted regulation section numbers.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: --- -- --

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
Bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

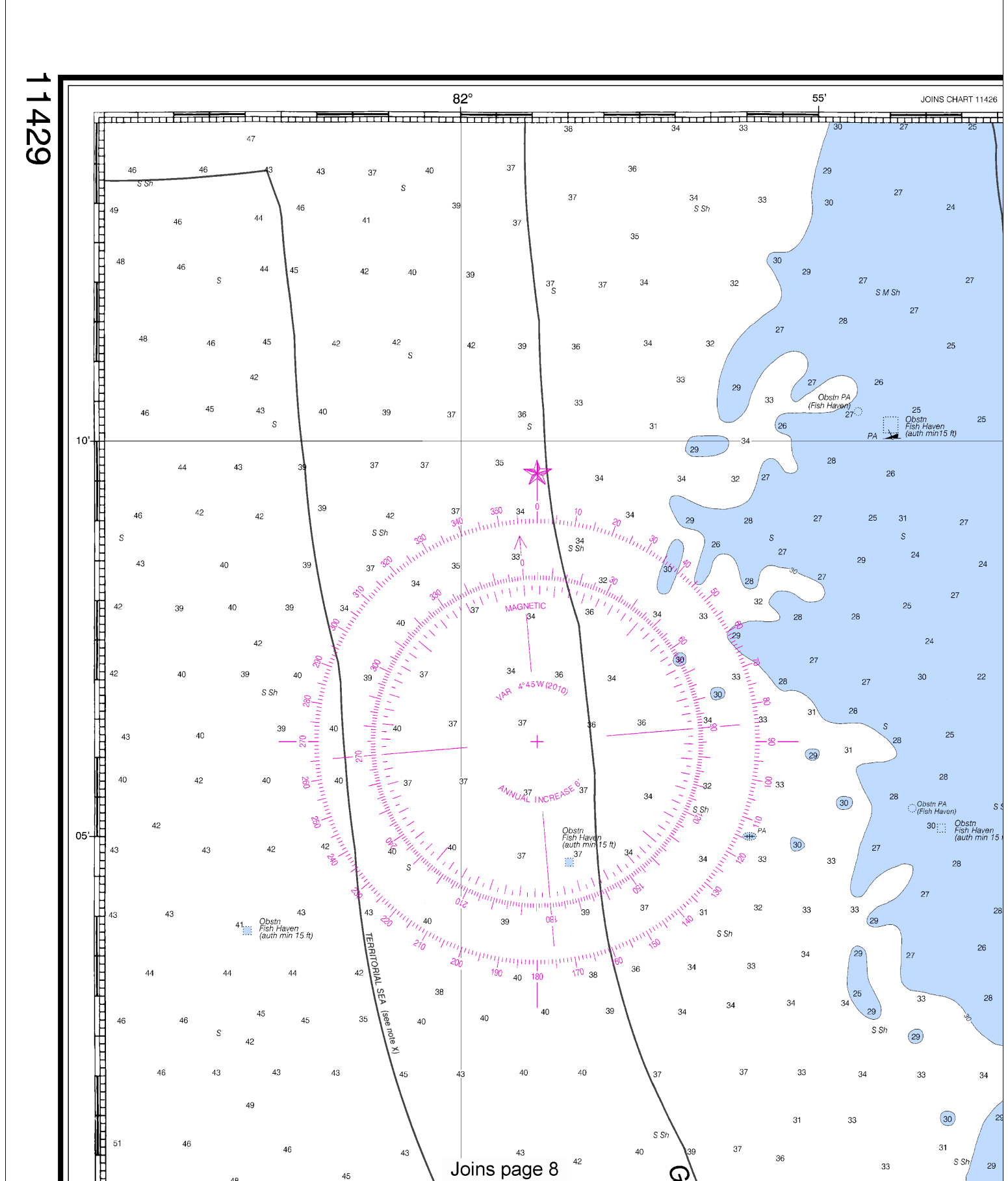
Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
Cape Romano, Florida (25°51'N/81°41'W)	feet 3.5	feet 3.2	feet 0.6
Naples (Outer Coast), Florida (26°08'N/81°48'W)	feet 2.9	feet 2.6	feet 0.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>.



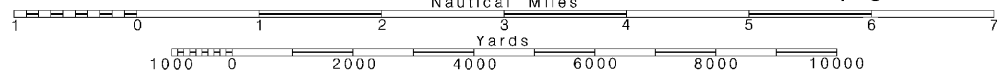
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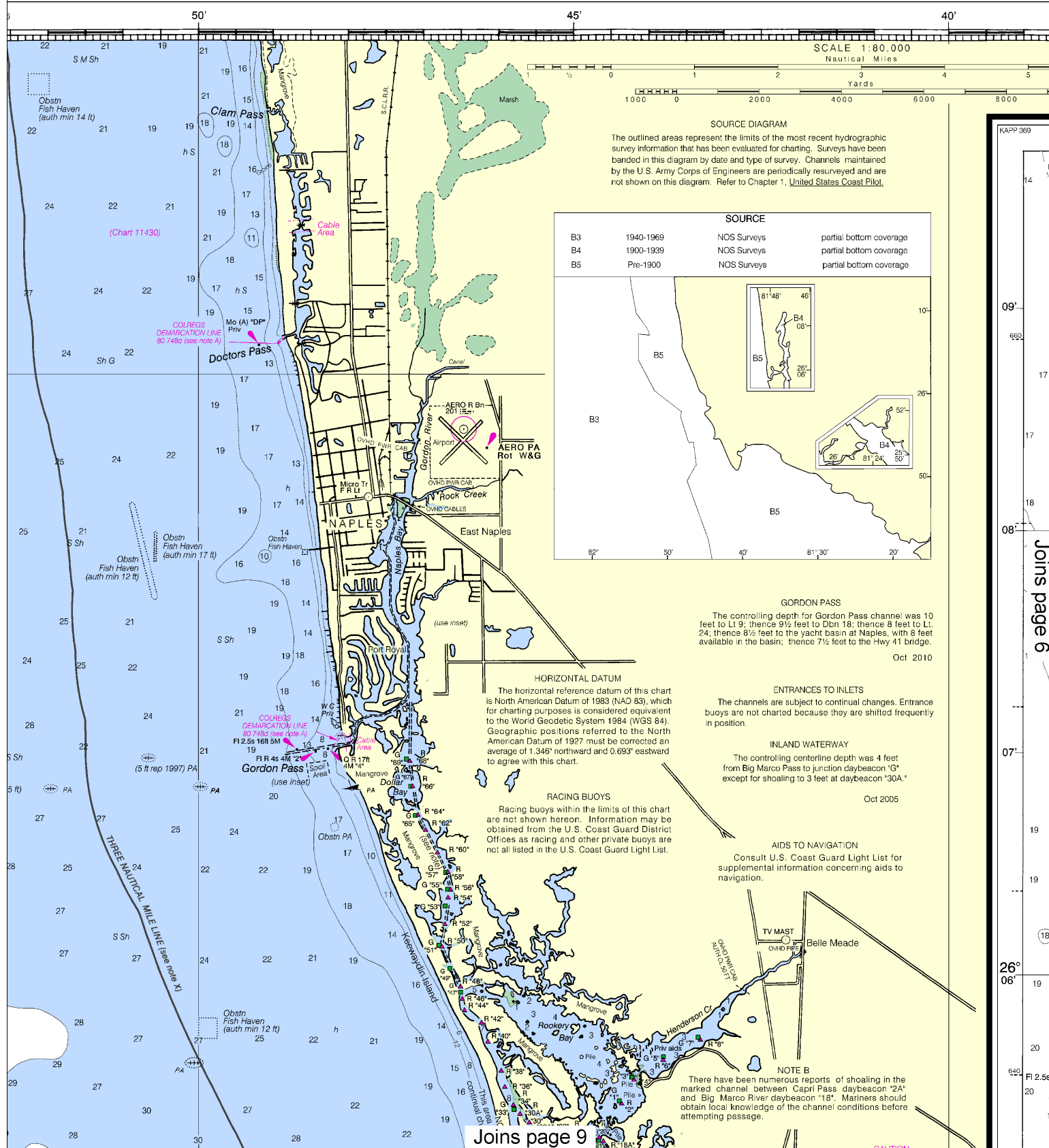
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

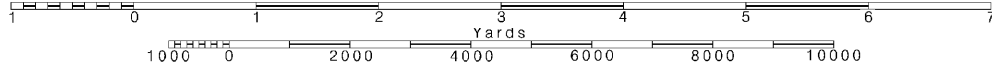
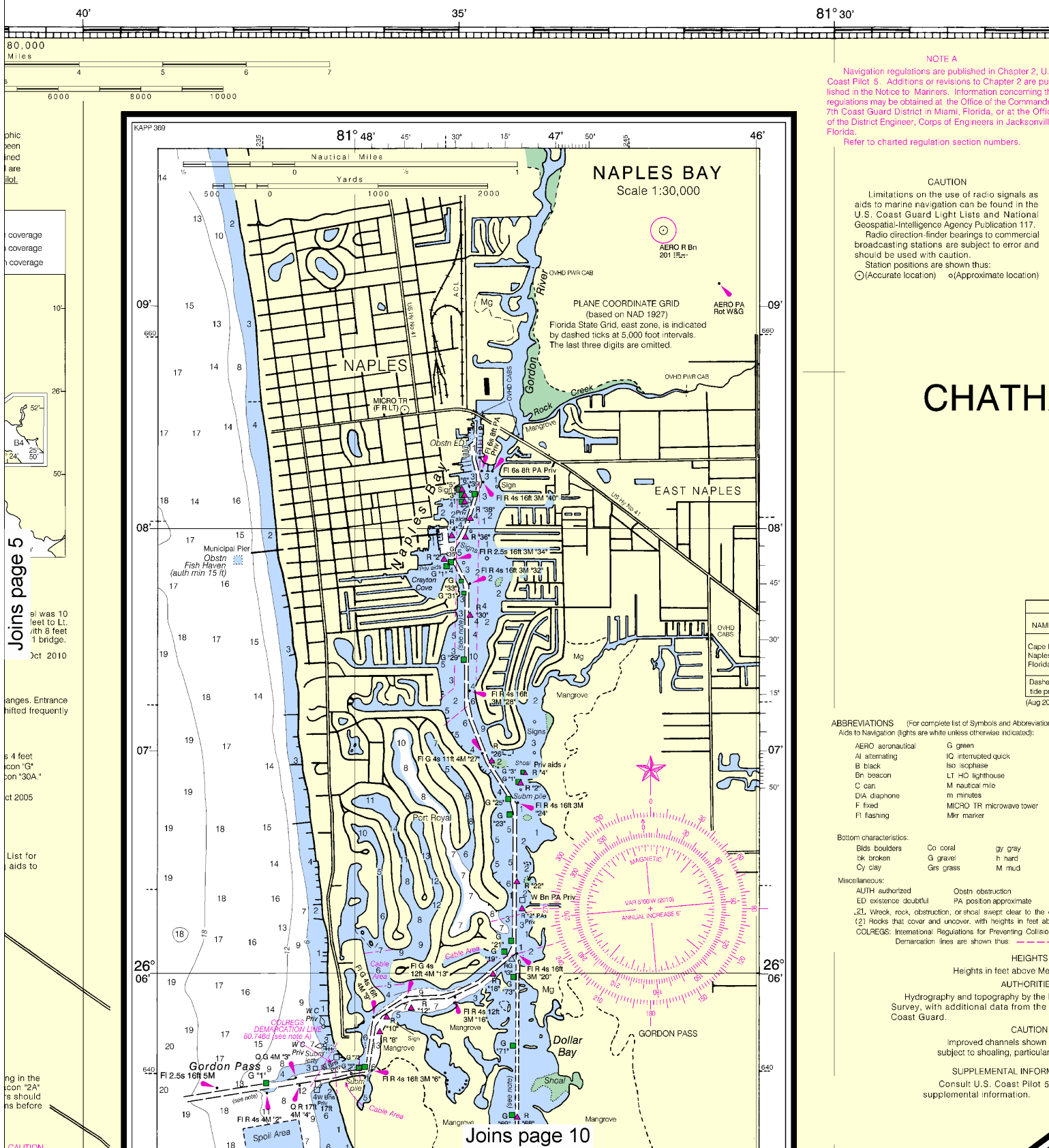
SCALE 1:80,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



SOUNDINGS IN FEET

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

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CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

UNITED STATES - GULF COAST

FLORIDA

MIAMI RIVER TO CLAM PASS

Mercator Projection
Scale 1:80,000 at Lat 26° 14'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	(LAT./LONG.)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Key Bore, Florida	(25°51'N/81°41'W)	feet	feet	feet
Key Bore (Outer Coast), Florida	(26°08'N/81°48'W)	3.5	3.2	0.6
Key Bore (Inner Coast), Florida		2.9	2.6	0.6

Notes: (-) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

For more information, see Chart No. 1.)

Mo Morse code
N run
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
Rn radiobeacon

R TR radio tower
Rot rotating
SEC seconds
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Dys oysters
Rk rock
S sand

so soft
Sh shells
sy sticky

PD position doubtful
Rep reported

depth indicated
above datum of soundings.
at Sea, 1972

S
Mean High Water.

IES
National Ocean Service, Coast
Corps of Engineers, and U.S.

N
by broken lines are
ary at the edges.

FORMATION
5 for important

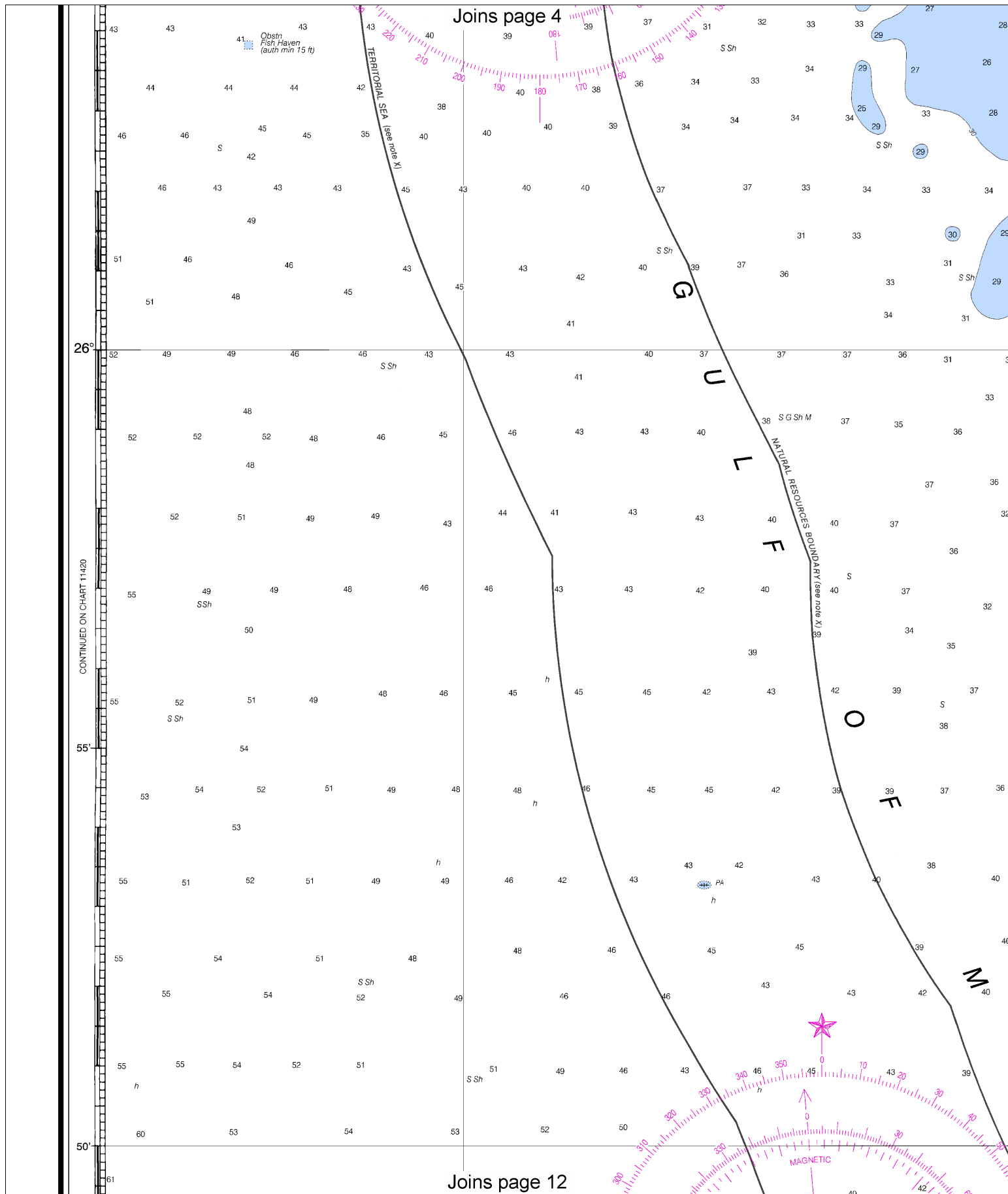
NOTE D

EVERGLADES NATIONAL PARK
protected area: 36CFR7.45

The killing, collecting, or molesting of animals,
the collecting of plants, and waterskiing are
prohibited by Federal regulations.

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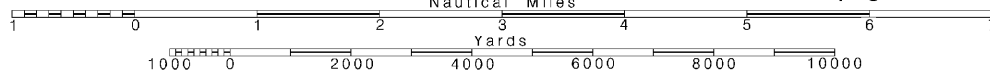
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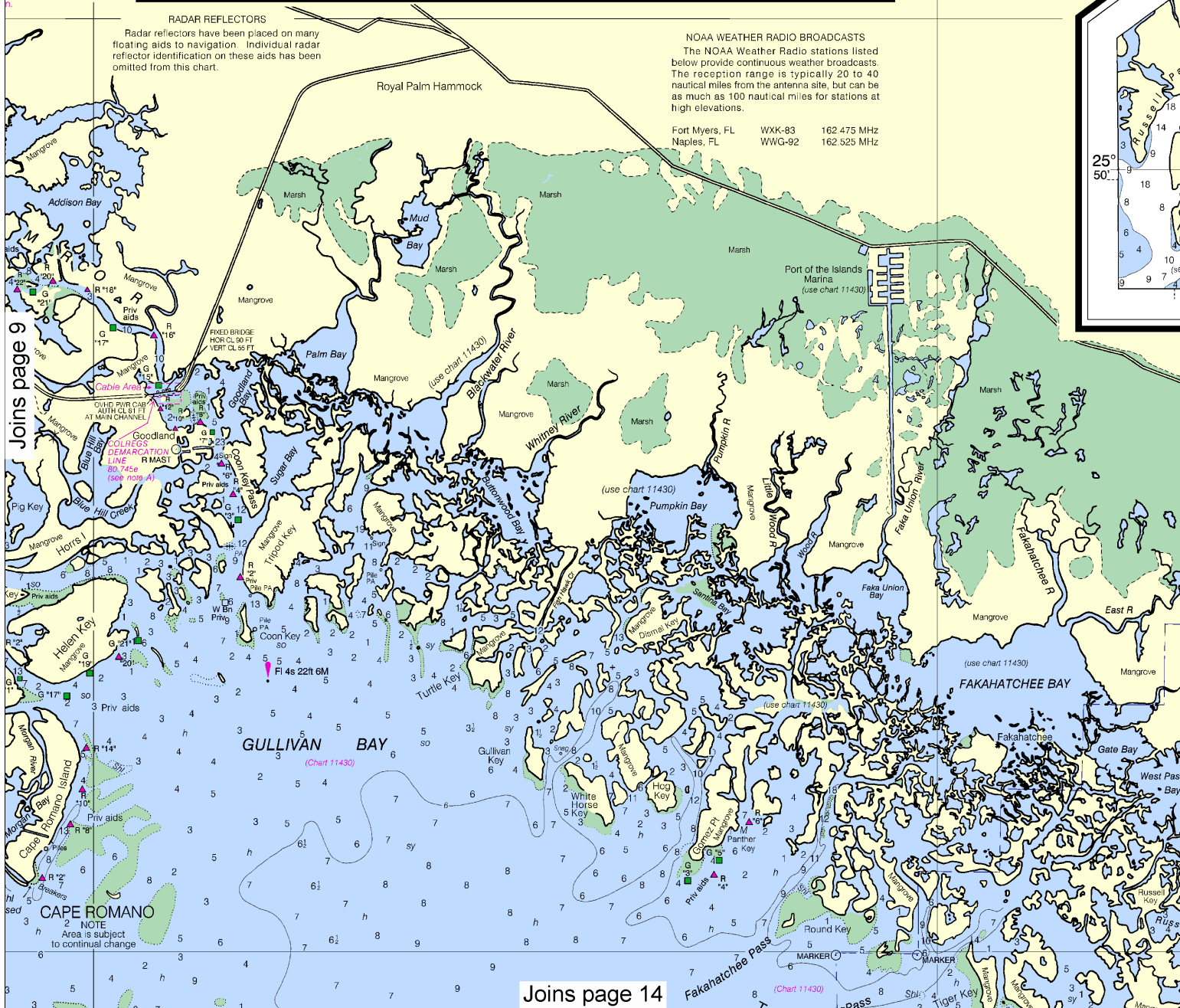
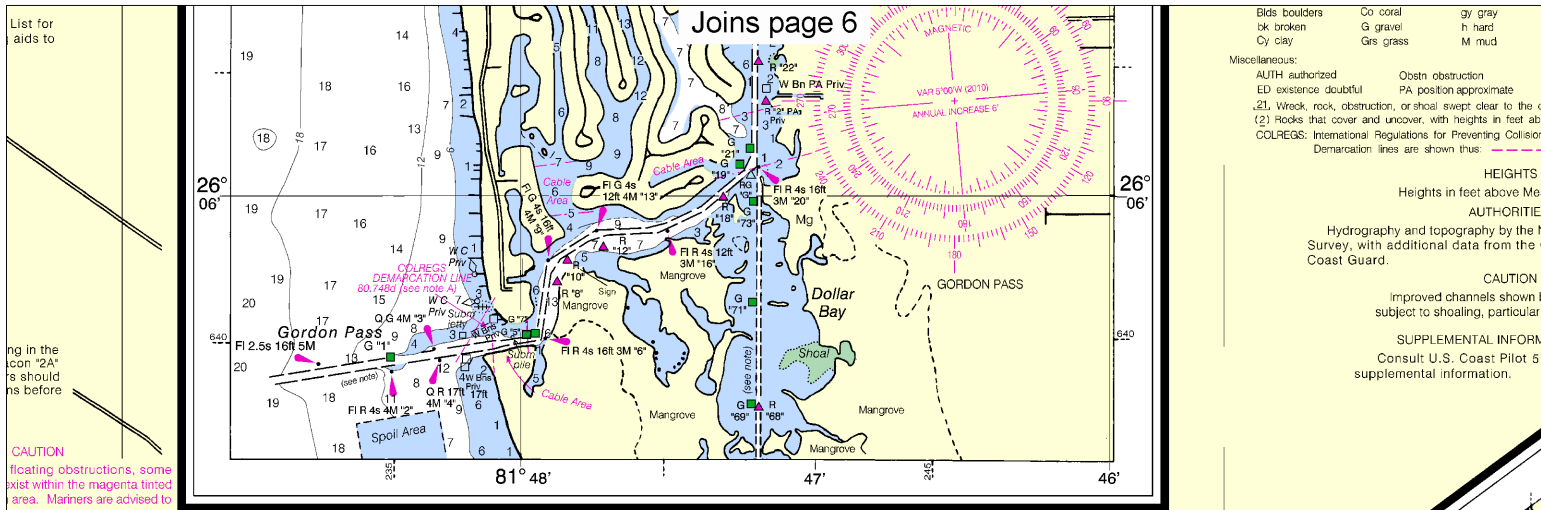
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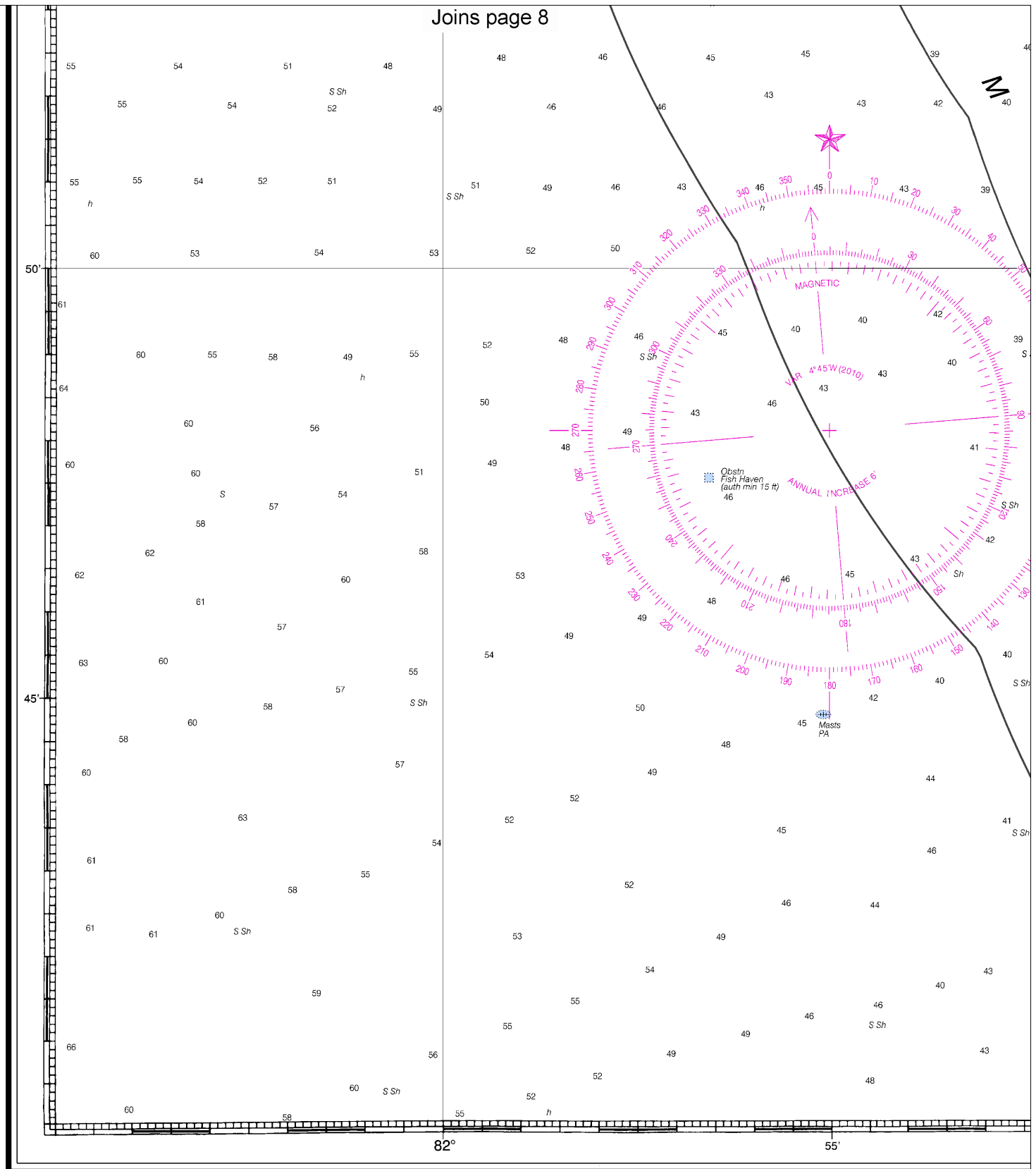
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







23rd Ed., Oct. / 10
11429
 Corrected through NM Oct. 2/10
 Corrected through LNM Sep. 28/10

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEET

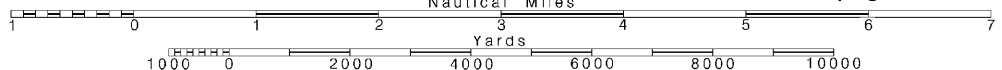
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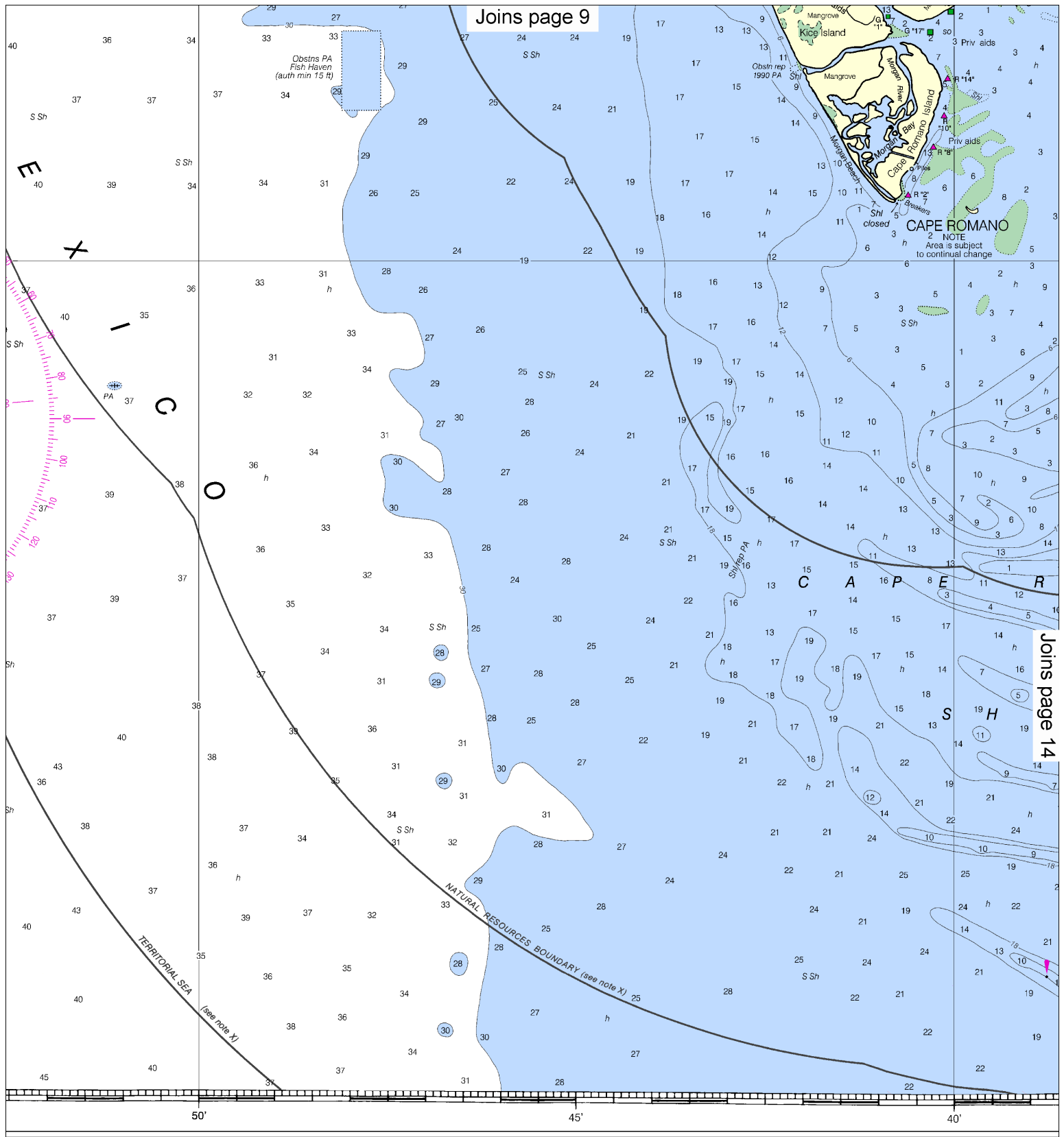
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Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.



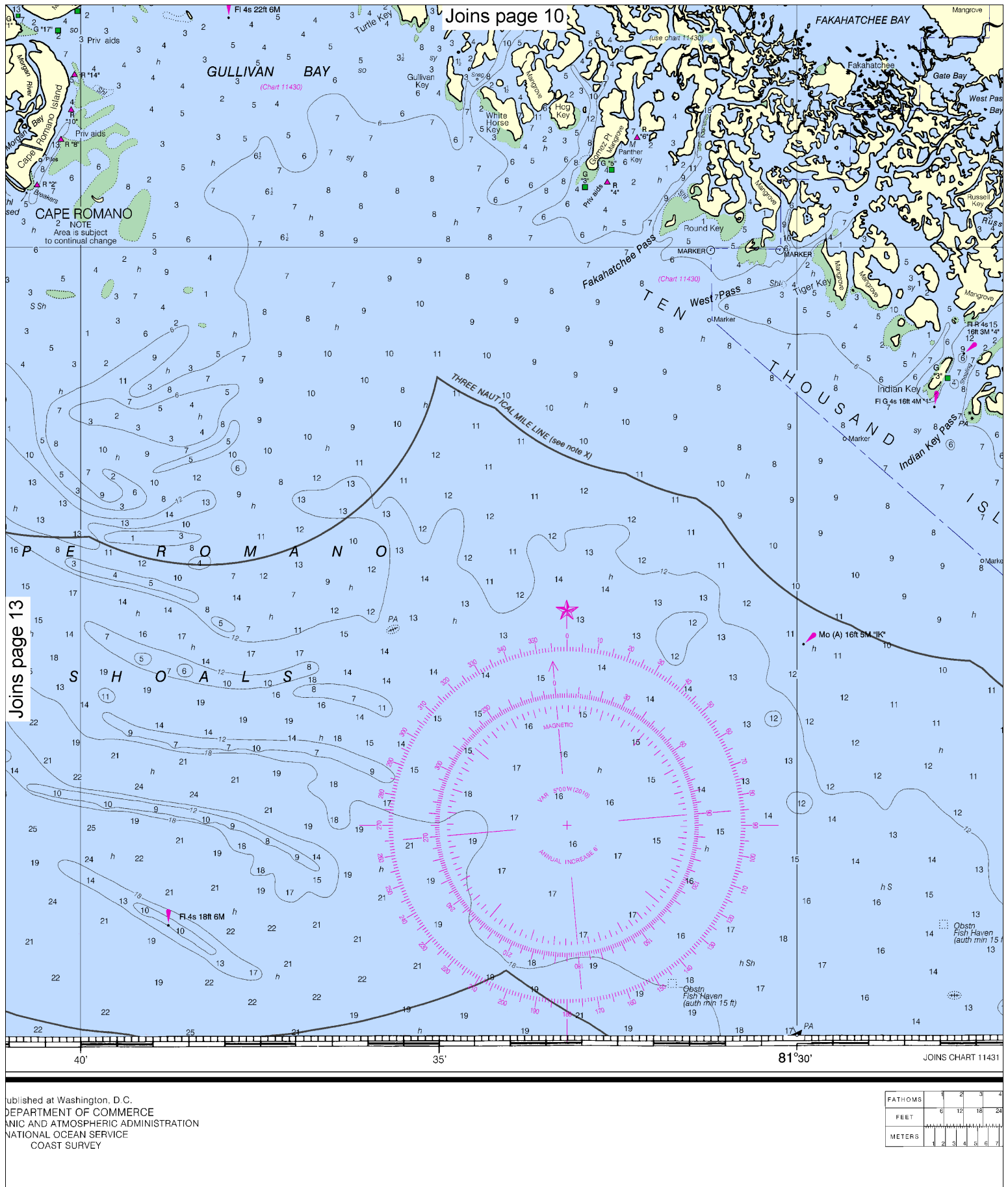


Joins page 9

Joins page 14

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

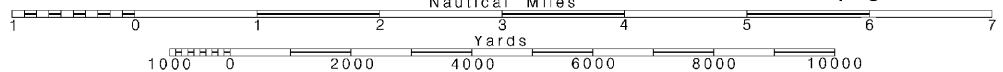


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

EVERGLADES NATIONAL PARK
(protected area - see note D)

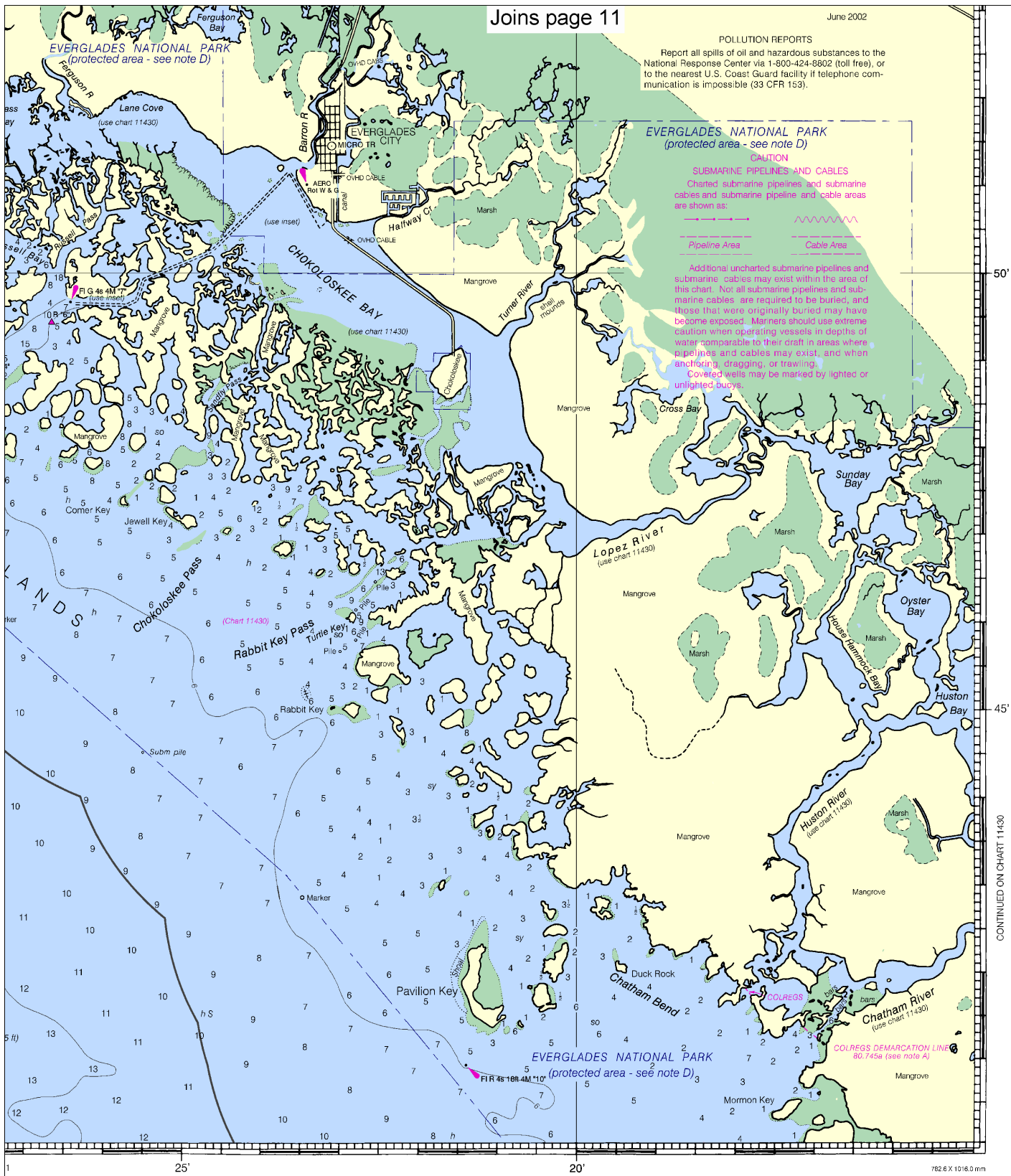
CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.



CONTINUED ON CHART 11430

ED. NO. 23

NSN 7642014010192
NGA REFERENCE NO. 11BC011429

Chatham River to Clam Pass
SOUNDINGS IN FEET - SCALE 1:80,000

11429

15



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker